

Structure Standards Additions and Revisions		
Standard No.	Explanation of Revisions	Why Revisions were Required
IND2	<ul style="list-style-type: none"> Updated revision dates and added standards. 	
AEJ1	<ul style="list-style-type: none"> Removed note and chart pertaining to the optional compression joint seal 	– Reference Memorandum: February 4, 2003
	<ul style="list-style-type: none"> Revised the minimum installation temperature for evazote joint seals from 30°F to 45°F 	– Reference Memorandum: February 4, 2003
	<ul style="list-style-type: none"> Increased thickness of steel plate connecting the angle to the anchor bolt from ¼” to 3/8” 	– Materials and Test request due to excessive deflection
BAS1	<ul style="list-style-type: none"> Removed notes pertaining to the optional compression joint seal 	– Reference Memorandum: February 4, 2003
	<ul style="list-style-type: none"> Modified previous standard BAS6. Revisions include the following: 	– Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> ◊ Added “Sheet 1 of 2” above title box. 	– Clarification
	<ul style="list-style-type: none"> ◊ Added bar designations on Section Thru Slab. 	– Clarification
	<ul style="list-style-type: none"> ◊ Revised Section L-L for triangular curb without reinforcing steel and construction joint. 	– For consistency with the 2002 Roadway Standard Drawings
	<ul style="list-style-type: none"> ◊ Deleted Section M-M. 	– Detail no longer required
	<ul style="list-style-type: none"> ◊ Revised transition length for Detail at End of Curb and replaced “special drainage” with “shoulder berm gutter” and eliminated reinforcing steel. 	– For consistency with the 2002 Roadway Standard Drawings
	<ul style="list-style-type: none"> ◊ Deleted dowel note. 	– Dowels no longer required
	<ul style="list-style-type: none"> ◊ Removed “,at his option,” from three notes concerning Contractor’s option. 	– Verbiage was redundant
	<ul style="list-style-type: none"> ◊ Replaced “the concrete curb and barrier rail” with the “parapet and end post” from the note concerning sawed joints. 	– Standard is not for use with barrier rails
	<ul style="list-style-type: none"> ◊ Deleted note concerning Evazote Joint Seals payment. 	– Covered in the Special Provision
	<ul style="list-style-type: none"> ◊ Partially filled in the Bill of Material. 	– Clarification

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Standard No.	Explanation of Revisions	Why Revisions were Required
BAS1	◊ Added the non-reinforced bridge approach fill section, with appropriate notes, from old BAS1 to the file.	– To condense the overall number of approach slab standards
	◊ Removed plan views for curb details from the file.	– Details of reinforcing steel no longer required
	• Raised limits of the reinforced bridge approach fill and the drain.	– Roadway Standard Drawing Revision
	• Revised the title of asphalt in notes from HB to B-25.0B.	– For consistency with the 2002 Standard Specification
BAS2	• Added standard to show barrier rail transition for use with New Jersey Rail.	– Reference Memorandum: August 29, 2001
	• Added a foot (') notation to length of 'S3' bar in the Bill of Material.	– Correction
	• Modified width of barrier rail transition and revisions include the following:	– Reference Memorandum: May 7, 2003
	• Revised the clear distance to the S1 bar and the spacing between the S1, S2, and S3 bars in the section views.	
	• Revised the length and weight of the S3 bar to provide adequate clearance to the back of the barrier rail in Section L-L of the transition.	
	• Lowered the construction joint between the barrier rail and approach slab to the top of the approach slab.	– Construction Unit Request
	• Raised limits of the reinforced bridge approach fill and the drain.	– Roadway Standard Drawing Revision
	• Revised the title of asphalt in notes from HB to B-25.0B.	– For consistency with the 2002 Standard Specification
	• Removed notes pertaining to optional compression joint seal	– Reference Memorandum: February 4, 2003
BAS3	• Added standards showing barrier rail transition details.	– Reference Memorandum: August 29, 2001

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Standard No.	Explanation of Revisions	Why Revisions were Required
BAS3	<ul style="list-style-type: none"> Rotated Section E-E. 	– Corrected to be consistent with the direction shown in the Elevation View
	<ul style="list-style-type: none"> Added object line for chamfer to the End View. 	– Clarification
	<ul style="list-style-type: none"> Modified barrier rail width and transition width and revisions include the following: 	– Reference Memorandum: May 7, 2003
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the barrier rail transition width from 1'-6 1/2" to 1'-6" in Section K-K. 	
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the top width of the barrier rail transition from 9 1/2" to 9" in the section views. 	
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the spacing between the S1 bars in Section K-K 	
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the spacing between the S1 bar and S2 bar in Section L-L and Section M-M. 	
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the anchor bolt length in Section E-E from 1'-0" to 11". 	
	<ul style="list-style-type: none"> Lowered the construction joint between the barrier rail and approach slab to the top of the approach slab. 	– Construction Unit Request
	<ul style="list-style-type: none"> Revised the spacing of the #5 "B" bars in the back face of the barrier rail in section views. 	– Correction after construction joint was lowered
BAS4	<ul style="list-style-type: none"> Modified previous standard BAS3. Revisions include the following: 	– Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised 2'-6" dimension to be normal to the end bent. 	– Request of the Construction Unit
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Extended asphalt surface to the gutterline. 	– Request of the Construction Unit
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Added "Sheet 1 of 2" above title box. 	– Clarification
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Added bar designations on Section Thru Slab. 	– Clarification
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised Section L-L for triangular curb without reinforcing steel and construction joint. 	– For consistency with the 2002 Roadway Standard Drawings
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Deleted Section M-M and Section L-L with Special Drainage. 	– Detail no longer required

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Standard No.	Explanation of Revisions	Why Revisions were Required
BAS4	<ul style="list-style-type: none"> ◇ Revised transition length for Detail at End of Curb and replaced “special drainage” with “shoulder berm gutter” and eliminated reinforcing steel. 	<ul style="list-style-type: none"> – For consistency with the 2002 Roadway Standard Drawings
	<ul style="list-style-type: none"> ◇ Combined notes concerning area between wingwall. 	<ul style="list-style-type: none"> – To eliminate redundant verbiage
	<ul style="list-style-type: none"> ◇ Deleted dowel note. 	<ul style="list-style-type: none"> – Dowels no longer required
	<ul style="list-style-type: none"> ◇ Removed “,at his option,” from three notes concerning Contractor’s option. 	<ul style="list-style-type: none"> – To eliminate redundant verbiage
	<ul style="list-style-type: none"> ◇ Replaced “the concrete curb and barrier rail” with the “parapet and end post” from the note concerning sawed joints. 	<ul style="list-style-type: none"> – Standard is not for use with barrier rails
	<ul style="list-style-type: none"> ◇ Deleted note concerning Evazote Joint Seals payment. 	<ul style="list-style-type: none"> – Covered in the Special Provision
	<ul style="list-style-type: none"> ◇ Partially filled in the Bill of Material. 	<ul style="list-style-type: none"> – Clarification
	<ul style="list-style-type: none"> ◇ Added the non-reinforced bridge approach fill section, with appropriate notes, from old BAS2 to the file. 	<ul style="list-style-type: none"> – To condense the overall number of approach slab standards
	<ul style="list-style-type: none"> ◇ Removed plan views for curb details from the file. 	<ul style="list-style-type: none"> – Details of reinforcing steel no longer required
	<ul style="list-style-type: none"> • Raised limits of the reinforced bridge approach fill and the drain. 	<ul style="list-style-type: none"> – Roadway Standard Drawing Revision
	<ul style="list-style-type: none"> • Revised the title of asphalt in notes from HB to B-25.0B. 	<ul style="list-style-type: none"> – For consistency with the 2002 Standard Specification
	<ul style="list-style-type: none"> • Removed notes pertaining to the optional compression joint seal. 	<ul style="list-style-type: none"> – Reference Memorandum: February, 4 2003
	<ul style="list-style-type: none"> • Increased wearing surface depth on approach slab to 3”. 	<ul style="list-style-type: none"> – Minimum depth required for two lifts of superpave.
BAS5	<ul style="list-style-type: none"> • Added standard to show barrier rail transition for use with New Jersey Rail. 	<ul style="list-style-type: none"> – Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> • Added a foot (') notation to length of ‘S3’ bar in the Bill of Material. 	<ul style="list-style-type: none"> – Correction

Structure Standards Additions and Revisions

Standard No.	Explanation of Revisions	Why Revisions were Required
BAS5	<ul style="list-style-type: none"> Modified barrier rail transition width and revisions include the following: 	– Reference Memorandum: May 7, 2003
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the clear distance to the S1 bar and the spacing between the S1, S2, and S3 bars in the section views. 	
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the length and weight of the S3 bar to provide adequate clearance to the back of the barrier rail in Section L-L of the transition. 	
	<ul style="list-style-type: none"> Lowered the construction joint between the barrier rail and approach slab. 	– Construction Unit Request
	<ul style="list-style-type: none"> Raised limits of the reinforced bridge approach fill and the drain. 	– Roadway Standard Drawing revision
	<ul style="list-style-type: none"> Revised the title of asphalt in notes from HB to B-25.0B. 	– For consistency with the 2002 Standard Specification
	<ul style="list-style-type: none"> Removed notes pertaining to the optional compression joint seal. 	– Reference Memorandum: February 4, 2003
	<ul style="list-style-type: none"> Extended the concrete surface out 3'-1 1/2" from the side edge of the approach slab in the section views. 	– Construction Unit Request
	<ul style="list-style-type: none"> Increased wearing surface depth on approach slab to 3". 	– Minimum depth required for two lifts of superpave.
BAS6	<ul style="list-style-type: none"> Added standards showing barrier rail transition details. 	– Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> Rotated Section E-E. 	– Corrected to be consistent with the direction shown in the Elevation View
	<ul style="list-style-type: none"> Added an object line for chamfer to the End View. 	– Clarification
	<ul style="list-style-type: none"> Modified barrier rail width and transition width and revisions include the following: 	– Reference Memorandum: May 7, 2003
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the barrier rail transition width from 1'-6 1/2" to 1'-6" in Section K-K. 	
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the top width of the barrier rail transition from 9 1/2" to 9" in the section views. 	

Structure Standards Additions and Revisions

Standard No.	Explanation of Revisions	Why Revisions were Required
BAS6	◊ Revised the spacing between the S1 bars in Section K-K	
	◊ Revised the spacing between the S1 bar and S2 bar in Section L-L and Section M-M.	
	◊ Revised the anchor bolt length in Section E-E from 1'-0" to 11".	
	• Lowered the construction joint between the barrier rail and approach slab to the top of the approach slab.	– Construction Unit Request
	• Revised the spacing of the #5 "B" bars in the back face of the barrier rail in section views.	– Correction after construction joint was lowered
	• Extended the concrete surface out from the side edge of the approach slab in the section views	– Construction Unit Request
	• Increased wearing surface depth on approach slab to 3".	– Minimum depth required for two lifts of superpave.
BAS7	• Modified previous standard BAS4. Revisions include the following:	– Reference Memorandum: August 29, 2001
	◊ Revised 1 ½" joint dimension to be normal to the end bent.	– Request of the Construction Unit
	◊ Added "Sheet 1 of 2" above title box.	– Clarification
	◊ Added bar designations on Section Thru Slab.	– Clarification
	◊ Revised Section Thru Curb to Section L-L for triangular curb without reinforcing steel and construction joint.	– For consistency with the 2002 Roadway Standard Drawings
	◊ Revised transition length for Detail at End of Curb and replaced "special drainage" with "shoulder berm gutter".	– For consistency with the 2002 Roadway Standard Drawings
	◊ Combined notes concerning area between wingwall.	– To eliminate redundant verbiage
	◊ Deleted dowel note.	– Dowels no longer required
	◊ Removed "at his option," from two notes concerning Contractor's option.	– To eliminate redundant verbiage
	◊ Deleted note concerning Evazote Joint Seals payment.	– Covered in the Special Provision
	◊ Partially filled in the Bill of Material.	– Clarification

Structure Standards Additions and Revisions

Standard No.	Explanation of Revisions	Why Revisions were Required
BAS7	◊ Removed plan views for curb details from the file.	– Details of reinforcing steel no longer required
	• Raised limits of the reinforced bridge approach fill and the drain.	– Roadway Standard Drawing Revision
	• Revised the title of asphalt in notes from HB to B-25.0B.	– For consistency with the 2002 Standard Specification
BAS8	• Added standard to show barrier rail transition for use with New Jersey Rail.	– Reference Memorandum: August 29, 2001
	• Added a foot (') notation to length of 'S3' bar in the Bill of Material.	– Correction
	• Raised limits of the reinforced bridge approach fill and the drain.	– Roadway Standard Drawing Revision
	• Revised the title of asphalt in notes from HB to B-25.0B.	– For consistency with the 2002 Standard Specification
	• Lowered the construction joint between the barrier rail and approach slab.	– Construction Unit request
	• Revised the length and weight of the S3 bar to provide adequate clearance to the back of the barrier rail in Section L-L of the transition.	– Correction
BAS9	• Added standards showing barrier rail transition details.	– Reference Memorandum: August 29, 2001
	• Rotated Section E-E.	– Corrected to be consistent with the direction shown in the Elevation View
	• Added an object line for chamfer to the End View.	– Clarification
	• Lowered the construction joint between the barrier rail and approach slab to the top of the approach slab.	– Construction Unit request
	• Revised the spacing of the #5 "B" bars in the back face of the barrier rail in section views.	– Correction after construction joint was lowered

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Standard No.	Explanation of Revisions	Why Revisions were Required
BAS9	<ul style="list-style-type: none"> Revised the elevation view to detail a cap and fill face instead of a backwall. 	– Correction
BAS10	<ul style="list-style-type: none"> Revised previous standard BAS5 by moving Section A-A and B-B off the standard and updating the plan and section views in the file. 	– Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> Removed Section C-C for Optional Preformed Compression Joint Seal 	– Reference Memorandum: February 4, 2003
	<ul style="list-style-type: none"> Revised spacing of #4 ‘G’ bars and the number of D1 bars in Sidewalk Details 	– Correction
BMR1	<ul style="list-style-type: none"> Revised reference to standard BMR2. 	– Reference Memorandum: August 29, 2001
BMR2	<ul style="list-style-type: none"> Added note about metal rail to end post connection. 	– Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> Revised dimension from face of end post to structural concrete insert in the “Plan of the Rail and End Post”. 	– Correction
	<ul style="list-style-type: none"> Revised note to allow optional wire strut diameter and tensile strength 	– Materials and Tests Request
BMR3	<ul style="list-style-type: none"> Updated reference and notes to standard BMR2. 	– Reference Memorandum: August 29, 2001
BMR4	<ul style="list-style-type: none"> Revised note to allow optional wire strut diameter and tensile strength 	– Materials and Tests Request
BMR5	Renamed previous standard BMR6 and updated references and notes.	– Reference Memorandum: August 29, 2001
BMR6	<ul style="list-style-type: none"> Renamed previous standard BMR7 and updated references. 	– Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> Revised note to allow optional wire strut diameter and tensile strength 	– Materials and Tests Request

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Standard No.	Explanation of Revisions	Why Revisions were Required
BMR7	<ul style="list-style-type: none"> Revised note to allow optional wire strut diameter and tensile strength Renamed previous standard BMR8, updated references, and added structural concrete insert notes from. 	<ul style="list-style-type: none"> Materials and Tests Request Reference Memorandum: August 29, 2001
BMR8	<ul style="list-style-type: none"> Combined previous standards BMR5 and BMR9 and made consistent with the 2002 Roadway Standard Drawings. 	<ul style="list-style-type: none"> Reference Memorandum: August 29, 2001
CBR1	<ul style="list-style-type: none"> Modified to be consistent with the 2002 Roadway Standard Drawings. Revisions include the following: 	<ul style="list-style-type: none"> Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Renamed “Barrier Rail – End of Rail Details” to “End of Rail Details for Adhesive Anchoring of Sawed Joints” 	<ul style="list-style-type: none"> Clarification
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Deleted Side View in End of Rail Details. 	<ul style="list-style-type: none"> Details no longer required
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised bar designations and height to ‘S’ bar in the End View. 	<ul style="list-style-type: none"> Slope at end of rail was eliminated
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Removed S5 and S6 bars from the Bill of Material. 	<ul style="list-style-type: none"> Slope at end of rail was eliminated
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Deleted S5 dimensions and removed S3 from Bar Types. 	<ul style="list-style-type: none"> Slope at end of rail was eliminated
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised “S3 thru S6” to “S3 and S4” in the 4th note. 	<ul style="list-style-type: none"> Slope at end of rail was eliminated
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Removed note concerning shifting of steel. 	<ul style="list-style-type: none"> Guardrail not attached on bridge
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised bar designations and eliminated sloped top in plan views in the file. 	<ul style="list-style-type: none"> Slope at end of rail was eliminated
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Removed modular joint details from the file. 	<ul style="list-style-type: none"> Details no longer required
	<ul style="list-style-type: none"> Modified barrier rail width and revisions include the following: 	<ul style="list-style-type: none"> Reference Memorandum: May 7, 2003
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the barrier rail width from 1’-5” to 1’-6”. 	
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the top width of the barrier rail from 8” to 9”. 	
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the deck extension beyond the barrier rail from 1 ½” to ½”. 	
	<ul style="list-style-type: none"> <ul style="list-style-type: none"> Revised the chamfer on the top back edge of the deck from ¾” to ½”. 	

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Standard No.	Explanation of Revisions	Why Revisions were Required
CBR1	<ul style="list-style-type: none"> ◊ Revised the distance from the back of the barrier rail to the back edge of the dam from 4" to 5" in Section S-S. 	
	<ul style="list-style-type: none"> • Revised the note pertaining to contraction joints in the barrier rail. 	– Clarification
EJS1	<ul style="list-style-type: none"> • Revised minimum joint installation temperature from 30°F to 45°F 	– Reference Memorandum: February 4, 2003
GRA1	<ul style="list-style-type: none"> • Deleted previous GRA1 standard and renamed GRA2 to GRA1. 	– Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> • Revised note to allow optional wire strut diameter and tensile strength 	– Materials and Tests Request
GRA2	<ul style="list-style-type: none"> • Renamed to GRA1 	– Reference Memorandum: August 29, 2001
PB1	<ul style="list-style-type: none"> • Added note for optional disc bearings. 	– Reference Memorandum: October 9, 2002
PCGD7, PCGD8, PCGD9, PCGD10	<ul style="list-style-type: none"> • Added standards detailing debonded strand patterns in AASHTO Type V, VI, and 63" and 72" MBTs prestressed girders. 	– Reference Memorandum: September 19, 2002
PCS3	<ul style="list-style-type: none"> • Modified to be consistent with the 2002 Roadway Standard Drawings. Revisions include the following: 	– Reference Memorandum: August 29, 2001
	<ul style="list-style-type: none"> ◊ Deleted "Barrier Rail – End of Rail Details" 	– Details no longer required
	<ul style="list-style-type: none"> ◊ Deleted S5 dimensions and removed S4 from Bar Types. 	– Slope at end of rail was eliminated
	<ul style="list-style-type: none"> ◊ Removed note concerning shifting of steel. 	– Guardrail not attached on bridge
	<ul style="list-style-type: none"> • Modified barrier rail width and revisions include the following: 	– Reference Memorandum: May 7, 2003
	<ul style="list-style-type: none"> ◊ Revised the barrier rail width from 1'-5" to 1'-6". 	
	<ul style="list-style-type: none"> ◊ Revised the top width of the barrier rail from 8" to 9". 	
	<ul style="list-style-type: none"> ◊ Revised the distance from the back of the barrier rail to the back edge of the dam from 2" to 3" in Section S-S. 	

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Standard No.	Explanation of Revisions	Why Revisions were Required
PCS3	<ul style="list-style-type: none"> Revised note pertaining to contraction joints. 	– Clarification
	<ul style="list-style-type: none"> Removed “PLAN” designation on standard 	– Correction
PDP1	<ul style="list-style-type: none"> Added notes from Prestressed Concrete Panels special provision. 	– Reference Memorandum: September 4, 2001
	<ul style="list-style-type: none"> Removed additional references to Special Provisions. 	– Correction
SBW1	<ul style="list-style-type: none"> Eliminated 20’ optional pile spacing and 19’-8” panel length 	– Reference Memorandum: February 4, 2003
	<ul style="list-style-type: none"> Revised the panel support from a 3/8” plate to a braced 6” x 6” x 1/2” angle. 	– Design Revisions
	<ul style="list-style-type: none"> Added an maximum distance of 1’-0” from the top of the drilled shaft to the bottom of the first panel 	
	<ul style="list-style-type: none"> Revised note to require all steel to be Grade 50 	
SBW2	<ul style="list-style-type: none"> Eliminated 20’ optional pile spacing and 19’-8” panel length 	– Reference Memorandum: February 4, 2003
	<ul style="list-style-type: none"> Added Front Elevation of Bottom Precast Panel, Detail “B” and bill of material to show additional reinforcement for support in bottom panel 	– Design Revisions
	<ul style="list-style-type: none"> Revised reinforcement in precast panels 	
SN	<ul style="list-style-type: none"> Revised date of Standard Specifications 	– Update
SP1	<ul style="list-style-type: none"> Removed the Section C-C arrows in Plan Views. 	– Correction
	<ul style="list-style-type: none"> Removed asterisks from ‘PLAN’ details 	– Correction
SPP1	<ul style="list-style-type: none"> Removed Special Provision note for driving steel piles. 	– Provision was incorporated into the 2002 Standard Specifications.
TFE1	<ul style="list-style-type: none"> Revised the classification of the closure plate AASHTO M270 Grade 36. 	– Correction

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Standard No.	Explanation of Revisions	Why Revisions were Required
	<ul style="list-style-type: none">Revised steel rocker sole PL designation to 'R_'	– Clarification